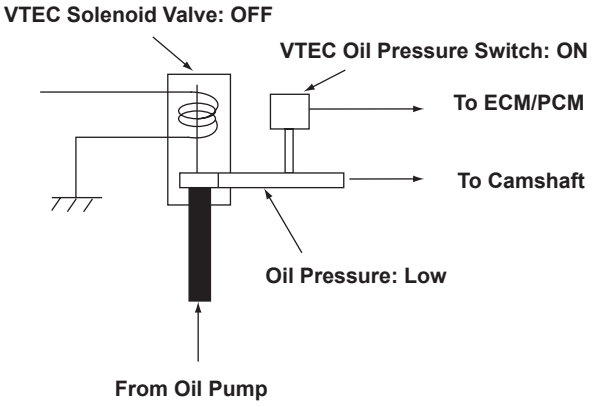
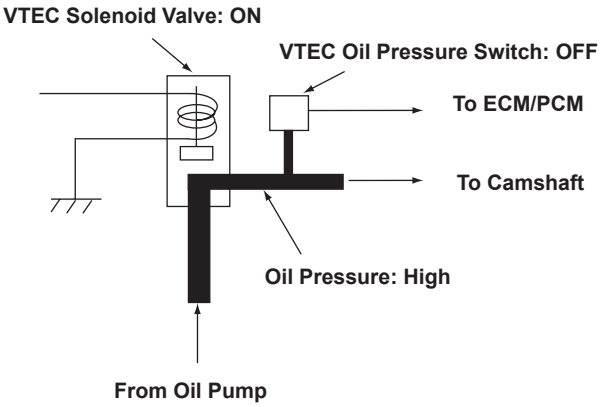
Advanced Diagnostics

DTC P1259: VTEC System Malfunction

Low VTEC Range: Normal



High VTEC Range: Normal



P1259-9671

Logic Decision	VTEC Oil Pressure Switch	
	'ON'	'OFF'
VTEC Solenoid Command 'ON'	Failure	Normal
VTEC Solenoid Command 'OFF'	Normal	Failure

General Description

The VTEC system activates the VTEC solenoid valve by command from the engine control module (ECM)/powertrain control module (PCM), and it charges/discharges the hydraulic circuit of the VTEC mechanism that switches valve timing between Low and High. The ECM/PCM monitors oil pressure conditions in the hydraulic circuit of the VTEC mechanism according to the VTEC oil pressure switch downstream of the VTEC solenoid valve. If there is a disparity between oil pressure condition in the hydraulic circuit that is determined by the ECM/PCM command and the oil pressure condition that is determined by the status of the VTEC oil pressure switch, the system is considered faulty and a DTC is stored.

Monitor Execution, Sequence, Duration, DTC Type

Execution	Under the Enable Conditions
Sequence	None
Duration	2 seconds or more
DTC Type	One drive cycle, MIL ON

Enable Conditions

Condition		Minimum	Maximum
Engine coolant temperature	2,000 rpm	—	215ºF (101ºC)
	4,000 rpm		269ºF (131ºC)
Engine speed	High lift cam operation	4,000 rpm	—
	Low lift cam operation	—	4,000 rpm
Battery voltage		10.6 V	

Malfunction Threshold

High lift cam operation
- When the VTEC solenoid valve is ON, the VTEC oil pressure switch remains ON for at least 2 seconds.

Low lift cam operation
- When the VTEC solenoid valve is OFF, the VTEC oil pressure switch remains OFF for at least 2 seconds.

Driving Pattern

1. Start the engine. Hold the engine at 3,000 rpm with no load (in park or neutral) until the radiator fan comes on.
2. Then, keep the vehicle speed at 10 mph (16 km/h) or over, and hold the engine speed at 4,000 rpm or over in a lower gear for at least 2 seconds.

- If you have difficulty duplicating the DTC, retest after turning off electrical components such as the audio system and A/C, and try a different gear position.
- Drive the vehicle in this manner only if the traffic regulations and ambient conditions allow.

Diagnosis Details

Conditions for illuminating the MIL

When a malfunction is detected, the MIL comes on and the DTC and the freeze frame data are stored in the ECM/PCM memory.

Conditions for clearing the MIL

The MIL will be cleared if the malfunction does not recur during three consecutive trips in which the diagnostic runs.
The MIL, the DTC, and the freeze frame data can be cleared by using the scan tool Clear command or by disconnecting the battery.